THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Airlines are allowed to bring expatriate pilots only on the basis of their plan for phasing out foreign pilots and training Indian pilots to replace the foreign pilots. Therefore, expatriate pilots are not poised to outnumber their Indian counterparts.

(b) The Government has taken various steps to reduce the gap between demand and supply of skilled Indian pilots. These include, conditionally increasing the age-limit to 65 years for exercising the privileges of their licences for commercial transport operations, upgradation and modernisation of training infrastructure of Indira Gandhi Rashtriya Uran Akademi (IGRUA) to enhance its training capacity, setting up of a world class flying training institute at Gondia, Maharashtra and assistance to flying clubs by allocating trainer aircraft through Directorate General of Civil Aviation/Aero Club of India.

Strength of foreign pilots in India

150. SHRI MOINUL HASSAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the total number of foreign pilots engaged in Indian aircrafts;

(b) the ratio between Indian pilots and the foreign pilots; and

(c) the demand-supply position in India and other countries?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) There are approximately 560 foreign pilots engaged in India at present.

(b) The ratio between Indian and foreign pilots is 6:1 approximately.

(c) the present demand supply ratio of pilot in India is 7:6. The demand supply position varies from country to country and from time to time and reliable estimates in this regard are not available.

Training for landing in poor visibility conditions

151. SHRI SANJAY RAUT: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the number of flights of all the airlines operating in the country

which were forced to land at another airport due to bad visibility because of dense fog during the last two years;

(b) whether it is a fact that many pilots of private airlines do not have proper and adequate training facility to land the aircrafts in bad visibility due to fog in winter season;

(c) the details of number of pilots in each airline who have not had this training; and

(d) the action Government propose to take in this regard against the airlines?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) The number of flights of private scheduled airlines diverted to land at another airport due to fog etc. in the year 2005 and 2006 are 145 and 263 respectively.

(b) and (c) Private Airlines have been training their pilots regularly for Low Visibility Operations. The number of pilots who have not had ILS CAT-II/III Training are as under:

In Jet Airways-512, Sahara Airlines Limited-200, Kingfisher Airlines Limited-162, Air Deccan-314, Spicejet Airlines-60, Indigo Airlines-43 and Go Airways-34.

(d) Airlines have been directed not to roster their CAT-III trained pilots on international routes during the fog season.

Only such pilots who are CAT II/III qualified, are approved as Instructor/ Examiner so as to ensure that more trained pilots are available for CAT-II/III operations during low visibility conditions.

The Airlines are encouraged to upgrade their aeroplanes and train their pilots for operations in low visibility conditions. Their flight schedules are approved on the basis of number of pilots trained by the operators for low visibility operations and the suitability of the planes for such operations. If the operator can not provide data for their capability to fly under low visibility, they are not allowed to schedule their flights during normal fog hours.

Over crowding of seats in flights

152. SHRI S.M. LALJAN BASHA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that some Airlines operating in India have placed more seats resulting in reduced leg-room than is mandated by international